
ENDNOTES

Executive Summary

1. For more information about the SCAG Compass Blueprint (2% Strategy), please visit www.scag.ca.gov or www.socalcompass.org
2. For more information about the Regional Strategy for Goods Movement as well as SCAG's other planning initiatives and activities, please visit www.scag.ca.gov

Population

1. In addition to domestic migration, the other two components contributing to population growth are natural increases (births over deaths) and net foreign immigration. Between 1990 and 2005, natural increases and net foreign immigration generally had much smaller year-to-year variations than domestic migration. Hence, the variations in domestic migration largely determined the fluctuation of annual population growth in the region.
2. U.S. Bureau of Labor Statistics.
3. California Department of Finance.
4. The 2005 State of the Region Report is available at <http://scag.ca.gov/publications>.

5. U.S. Census Bureau, 2005 American Community Survey.
6. Myers, D., Pitkin, J., & Park, J. 2005. *California Demographic Futures, Summary Report*. Population Dynamics Group, School of Policy, Planning and Development. University of Southern California.
7. Ramakrishnan, S. Kathick and Hans P. Johnson. 2005. *Second Generation Immigrants in California*, Public Policy Institute of California.
8. U.S. Census Bureau, 2005 *American Community Survey*.
9. Southern California Association of Governments, 2007 *RTP Draft Integrated Forecast*.

The Economy

1. U.S. Bureau of Economic Analysis. *Regional Economic Information System*.
2. Council of Economic Advisers. March 2006. *Economic Indicators*.
3. Cooper, James. *Business Week, Business Outlook*, April 17, 2006
4. Data on employment by sector discussed in this section are based on the *Labor Market Information* published by the California Employment Development Department.
5. Los Angeles County Metropolitan Transportation Authority. 2006. *Multi-county Goods Movement Action Plan, Draft Technical Memorandum 3: Existing Conditions and Constraints*.

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6. Center for the Continuous Study of the California Economy, *California Economic Growth*, 2004 Edition, p. 8-8.
 7. The 2005 average payroll per job information is based on data from the *Quarter Census of Employment and Wages*, California Employment Development Department.
 8. Please note that the set of 17 largest metropolitan regions used in this report is different from that used in the previous State of the Region Report. Specifically, Minneapolis, St Louis, Pittsburgh and Atlanta have replaced Miami, Cincinnati, Portland and Sacramento to be among the 17 largest regions in the nation.
 9. U.S. Census Bureau. *American Community Survey*, 2004 and 2005.
 10. Ibid.
 11. Southern California Association of Governments. *The State of the Region 2002*, p. 26, Figure 26, available: <http://www.scag.ca.gov/publications/>
 12. Southern California Association of Governments. *The State of the Region 2004*, p. 35, Figure 23, available: <http://www.scag.ca.gov/publications/>
 13. Southern California Association of Governments. *The State of the Region 2004*, p. 35-36, Figures 24 to 26, <http://www.scag.ca.gov/publications/>
 14. U.S. Census Bureau. 2006. *Income, Poverty and Health Insurance Coverage in the United States: 2006*. Current Population Reports.
 15. Ibid.
 16. U.S. Census Bureau, *American Community Survey*, 2005.
 17. All taxable sales data in this section are from the California State Board of Equalization.
 18. Data on direct international trade employment are from the *International Trade Trends and Impacts, the Los Angeles Region*, published by the Los Angeles Economic Development Corporation in 2005. Direct international trade employment includes activities related to moving commodities in and out of the customs district and does not include any manufacturing activities.
 19. Los Angeles Economic Development Corporation. 2005. *International Trade Trends and Impacts, the Los Angeles Region*.

Housing

1. Los Angeles Times, July 20, 2006.
2. U.S. Census Bureau.
3. The Census Bureau has provided three sets of homeownership data for selected metropolitan/county areas with different temporal coverage: the decennial census, the annual American Community Survey (ACS) since 2000, and the Current Population Survey (CPS) since 1986. For a given metropolitan/county area, homeownership estimates may be different from different sources. It should be noted that the ACS homeownership estimates are generally somewhat lower than the CPS estimates at the national, state and county levels.

In the 2005 State of the Region Report, annual homeownership data was based on the CPS because it's the only source with annual data since 1990 for counties within the region except Imperial. However, beginning in 2005, the ACS includes homeownership data annually for each of the six counties in the region. The ACS also had a much larger sample size than the CPS. Hence, in the 2006 State of the Region Report, it compared the ACS data in 2005 and 2000, except for Imperial and Ventura counties for which the comparisons are between the 2005 ACS and the 2000 Census.

4. U.S. Census Bureau. *American Community Survey*, 2000 and 2005.
5. Ibid.
6. Ibid.
7. U.S. Census Bureau. *American Community Survey*, 2005.
8. California Center for Border and Regional Economic Studies. 2004. *Imperial Valley Housing Market: A Preliminary Analysis*. San Diego State University – Imperial Valley Campus.
9. Johnson, H. P., & Bailey, A. 2005. *California's Newest Homeowners: Affording the Unaffordable*. Public Policy Institute of California.
10. *Los Angeles Times*, July 20, 2006.
11. U.S. Census Bureau, *American Community Survey*, 2000, 2004 and 2005.
12. Ibid.

Transportation

1. U.S. Census Bureau. *American Community Survey*, 2004 and 2005.
2. Ibid.
3. Orange County Transportation Authority. *2006 Long Range Plan*.
4. Federal Highway Administration. 2005. *An Initial Assessment of Freight Bottlenecks on Highways*.
5. Texas Transportation Institute (TTI). *2004 Urban Mobility Report*. Since the publication of the 2004 Urban Mobility Report in 2005, TTI has decided to delay its annual update until 2007. Hence, the 2004 Urban Mobility Report containing 2003 data was still the most current available with respect to comparison among the largest metropolitan regions regarding travel time index, average delay per traveler and total cost of congestion.
6. Federal Highway Administration. 2006. *Urban Congestion Report*.
7. U.S. Bureau of Transportation Statistics. *Transportation Statistics Annual Report 2004*.
8. National Highway Traffic Safety Administration. 2006. *2005 Traffic Safety Annual Assessment – Early Results*.
9. U.S. Bureau of Transportation Statistics. *National Transportation Statistics 2002*. p.148.

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10. Ong, P. and Haselhoff, K. 2005. *Barriers to Transit Use*, Southern California Public Opinion Survey, SCS Fact Sheet, Vol. 1, No. 8, UCLA Lewis Center for Regional Policy Studies.
 11. U.S. Census Bureau.
 12. Southern California Association of Governments. 2004, *Destination 2030*, p.138.
 13. U.S. Census Bureau.
 14. Los Angeles Economic Development Corporation. 2006. *International Trade Trends and Impacts, the Los Angeles Region*.
 15. Southern California Association of Governments. 2005. *Port and Modal Elasticity Study*.
 16. Husing, J. E. 2004. *Logistics and Distribution: Answer to Regional Upward Mobility*.
 3. South Coast Air Quality Management District.
 4. Ibid.
 5. Ibid.
 6. Ibid.
 7. California Air Resources Board. *The California Almanac of Emissions and Air Quality*, 2006 Edition.
 8. Ibid.
 9. Ibid.
 10. Among the 19 PM_{2.5} monitoring stations in the South Coast Air Basin, PM_{2.5} samples were collected every day at 6 stations, every 3 days at 12 stations and every six days at one station.
 11. South Coast Air Quality Management District.
 12. SCAG staff estimates based on various water management plans in the region.
 13. Metropolitan Water District, 2005 *Urban Regional Water Management Plan*.
 14. All beach closure data in this section are based on *Testing the Waters: A Guide to Water Quality at Vacation Beaches*, published by the Natural Resources Defense Council, 2006.
 15. California Integrated Waste Management Board, available: <http://www.ciwmb.ca.gov/Landfills/tonnage/>

The Environment

1. California Air Resources Board. *The California Almanac of Emissions and Air Quality*, 2006 Edition.
2. The attainment schedules for various parts of the region include: Imperial County's portion of the Salton Sea Air Basin (June 2007), Ventura County (June 2010), Western Mojave Desert Air Basin (June 2010), Coachella Valley (Riverside County's portion of the Salton Sea Air Basin), and the South Coast Air Basin (June 2021).

The CIWMB obtains disposal information from returns filed with the California State Board of Equalization by disposal facility (landfill) operators. The figures reflect the amount of waste that is landfilled, or disposed of, in the SCAG region, as reported by each facility operator, rather than the total amount of waste generated in the region.

16. California Integrated Waste Management Board, 2004, *Statewide Waste Characterization Study*.
17. California Energy Commission.

Quality of Life

1. National Assessment of Educational Progress. 2005.
2. Almeida, Cheryl. 2006. *Making Good on a Promise: What Policymakers Can Do to Support the Educational Persistence of Dropouts*.
3. UC All Campus Consortium on Research for Diversity. 2006. *California Educational Opportunity Report*.
4. U.S. Census Bureau, 2005 *American Community Survey*.
5. California Department of Justice, *Hate Crimes in California*, 2005.

Metropolitan Regions

1. The Combined Statistical Area (CSA) generally includes very similar county coverage as the Consolidated Metropolitan Statistical Area (CMSA) used in the previous State of the Region reports. For county

coverage of the CSAs, please visit http://www.whitehouse.gov/omb/bulletins/fy2006/b06-01_rev_2.pdf.

2. The 2004 average payroll per job and per capita income data are still the most current data available for the largest metropolitan regions even though preliminary 2005 data is available for the SCAG region.
3. See note 5 under Transportation.
4. Ibid.

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